

3 AUGUST 1935.

BUREAU OF NAVIGATION

BULLETIN



NUMBER 224



PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.



COMMENDATION.

The Secretary of the Navy forwarded a letter of commendation to Lieutenant Commander Ralph S. Barnaby, (CG), U.S. Navy, for his outstanding achievements in the field of gliding and soaring. Lieut. Comdr. Barnaby made the first glider descent from an airship, the U.S.S. Los Angeles, and is also holder of number one soaring license in the United States.

EMPLOYMENT OF RETIRED OFFICERS.

The Act of June 10, 1896, making appropriations for the Naval Service, provided:

"That hereafter no payment shall be made from appropriations made by Congress to any officer in the Navy or Marine Corps on the active or retired list while such officer is employed, after June thirtieth, eighteen hundred and ninety-seven, by any person or company furnishing naval supplies or war material to the Government; and such employment is hereby made unlawful after said date."

The Line Personnel Bill, passed by both the Senate and the House in July, 1935, carried an amendment, introduced by Senator Copeland, by which the last proviso of the above-quoted Act was amended to read as follows:

"And provided further, That hereafter no payment shall be made from appropriations made by Congress to any officer in the Navy or Marine Corps on the active list while such officer is employed, after June 30, 1897, by any such person or company furnishing naval supplies or war materials to the Government, and such employment is hereby made unlawful after said date: Provided, That no payment shall be made from appropriations made by Congress to any retired officer in the Navy or Marine Corps who for himself or for others is engaged in the selling of, contracting for the sale of, or negotiating for the sale of, to the Navy or the Navy Department, any naval supplies or war material."

After many years of effort on the part of the Navy Department, and the personal interest taken in this matter by the Secretary of the Navy, the above amendment was finally passed to give retired officers the opportunity of being employed by companies doing business with the Government, subject to the restrictions noted above.

Any abuse by retired officers of this privilege would probably lead in the future to the rescinding of this amendment. Therefore, the Navy Department expects each retired officer to fully appreciate the enactment of this legislation and to comply strictly with the intent of the law as to the employment of such officers.

LEECH TENNIS TROPHY.

The Tenth Annual Match for the Leech Tennis Trophy was held at the Army-Navy Country Club, 20 July 1935. No matches had been held during 1933 and 1934, due to the added responsibilities of the Army in connection with the Civilian Conservation Corps.

Mr. Arthur Hellen, representing Mr. Leech, presented the trophy to Admiral William H. Standley, U. S. Navy, who then presented it to the Navy Team Captain, Captain C. W. Nimitz, U.S.Navy. The trophy has been in the possession of the Navy since 1926.

The standard of tennis was high, and the play close, the Navy winning its eighth consecutive victory by the score of 4 to 3.

The personnel of the teams, exclusive of substitutes, was as follows:

N-A-V-Y

Captain C. W. NIMITZ, U.S.N., Non-playing team Captain.
Lieut. Richard M. Watt, Jr., (CO), U.S. Navy,
" Richard W. Dole, U.S. Navy,
Lieut. (jg) John K. McCue, U.S. Navy,
" William E. Howard, Jr., U.S. Navy,
" Charles H. Lyman, 3rd, U.S. Navy,
Ensign Manning M. Kimmel, U.S. Navy,
" Jesse B. Gay, U.S. Navy.

A-R-M-Y

Major Thomas D. FINLEY, General Staff, Non-playing team Captain.
Major Robert C. Van Vliet, Jr., Infantry,
Captain Stanley K. Robinson, Air Corps,
1st Lieut. John T. Helms, Air Corps,
" David D. Hedekin, Infantry,
2nd " Herbert B. Thatcher, Infantry,
" Edward M. O'Connell, Infantry,
" Dolf Muehleisen, Air Corps.

The detailed scores of the matches were as follows:

<u>NAVY</u>	<u>SINGLES</u>	<u>ARMY</u>	<u>SCORE</u>
McCue	lost to	Muehleisen	1-6, 4-6
Watt	won from	Van Vliet	6-4, 6-3
Lyman	lost to	Robinson	4-6, 6-2, 1-6
Gay	won from	Hedekin	6-3, 6-1

<u>NAVY</u>	<u>DOUBLES</u>	<u>ARMY</u>	<u>SCORE</u>
Watt	won from	Muehleisen	6-3, 8-6
Howard		Helms	
McCue	won from	Hedekin	6-3, 6-2
Dole		Thatcher	
Kimmel	lost to	Robinson	3-6, 4-6
Gay		O'Connell	

SPONSORS FOR NEW SHIPS.

The Secretary of the Navy has designated Mrs. Dorothy Borg Packard, of Hackensack, N.J., daughter of John E. Borg, Editor and owner of the "Bergen Evening Record" as sponsor for the U.S.S. FLUSSER (DD368), named in honor of Lieutenant Commander Charles W. Flusser, U.S. Navy.

The U.S.S. FLUSSER (DD368) is scheduled to be launched at the plant of the Federal Shipbuilding and Dry Docks Co., Kearny, N.J., 1 August 1935.

The U.S.S. FLUSSER (DD 368) was authorized by Act of Congress dated June 16, 1933.

The Secretary of the Navy has designated Miss Jane Logan Snyder, daughter of Rear Admiral Charles P. Snyder, U.S.N., Commandant of the Navy Yard, Portsmouth, N. H., as sponsor for the U.S.S. PIKE (SS173), which is to be launched at the Navy Yard, Portsmouth, N.H., 12 September 1935.

The U.S.S. PIKE was authorized by Act of Congress, June 16, 1933.

The Secretary of the Navy has designated Mrs. Carroll Power (Mrs. Beatrice Reid Power), of 1945 Calvert Street, Washington, D. C., as sponsor for the U.S.S. REID (DD369), named in honor of her grandfather, the late Captain Samuel Chester Reid, U.S.N.

Mrs. Power is the wife of Captain Carroll Power, Coast Artillery Corps, U. S. Army.

The U.S.S. REID (DD369) is expected to be launched at the plant of the Federal Shipbuilding and Dry Docks Co., Kearny, N.J., 1 September 1935.

TRANSPORTATION OF DEPENDENTS.

It appears that there is considerable misunderstanding on the part of the Naval Personnel as to their allowances for transportation of dependents on change of station to or from vessels, or between vessels having separate home yards and home ports. The attention of the service is called to the Navy Travel Instructions in regard to transportation of dependents on this class of transfer. Before travel of dependents is started, the Travel Instructions should be consulted as to what transportation is authorized. Particular attention is called to cases where the travel of dependents starts or ends at other than the home yard or home port of a ship. New instructions clarifying this situation are now in course of preparation.

CUBAN MEDAL OF THE VETERANS OF THE SPANISH-
AMERICAN WAR.

The following is a translation of Decree Law No. 867 of the Cuban Government, dated 13 February, 1935:

EXECUTIVE POWER
The Cabinet

I, CARLOS MENDIETA Y MONTEFUR, Provisional President of the Republic of Cuba,

HEREBY MAKE KNOWN:

That the Cabinet has approved and I have sanctioned the following:

WHEREAS: The Republic of Cuba desires to express its recognition to the members of the Armed Forces of the United States of America who, in fulfillment of the Joint Resolution of April 20, 1898, were the allies of the Army of Liberation during the Spanish-American War.

WHEREAS: It is proper to carry such recognition into effect through some honorary decoration, and in the usual manner in which acts of war and military campaigns are brought to mind.

THEREFORE: In use of the powers conferred upon it by the Constitutional Law of the Republic, the Cabinet has seen fit to issue the following:

DECREE LAW No. 267

ARTICLE I. - The Medal of the Veterans of the Spanish-American War is hereby created.

ARTICLE II - Said Medal shall be of silver and shall be of the design and dimensions which the Cabinet may approve.

ARTICLE III - Said Medal shall be granted by the President of the Republic, on proposal of the Secretary of State to every person who shall prove that he rendered services in the Armed Forces of the United States of America, or in its auxiliary corps or organizations during the Spanish-American War.

ARTICLE IV - The petitions for obtaining the Medal of the Veterans of the Spanish-American War shall be presented or addressed to the Secretary of State of the Republic of Cuba at any time.

ARTICLE V - The Medal and the Diploma with which it shall be granted, shall be delivered or sent free of expense to the persons to whom the same may be granted.

ARTICLE VI - The Medal of the Veterans of the Spanish-American War shall be considered a historical relic; and its granting and use do not authorize nor imply prerogatives, precedence, nor privileges.

THEREFORE: I order that this Decree-Law be fulfilled and executed in all its parts.

DONE at the Presidential Palace, in Habana, on this 13th day of February, 1935.

CARLOS MENDIETA

Cosme de la Torriente
Secretary of State.

In accordance with Article A-1014 of the Bureau of Navigation Manual, this medal can not be accepted by members of the Naval Service without the consent of Congress. The same Article requires that the medal be tendered through the Department of State.

Officers and enlisted men of the Navy and Naval Reserve, active and retired, who are eligible for this medal may request to the Bureau of Navigation that their applications for the medal be forwarded to the Cuban Secretary of State. The Bureau will, upon the receipt of such requests, transmit them via official channels to the Department of State for further transmittal to the Cuban Government.

SHIPMENT OF AUTOMOBILES.

The following letter, received from the Chairman, Interterritorial Military Committee, Chicago, Ill., concerning shipment of automobiles by rail, is published for the information of those concerned:

"In any case in which two or more passengers traveling together desire to use their automobile upon arrival at destination, the automobile will be shipped in freight service from point of origin to the destination, and at a charge of one one-way first class 3.6¢ fare in addition to the cost of tickets held by the passengers transported, subject to a minimum charge of \$54.00 for the transportation of an automobile and not to exceed two passengers.

"The passengers for whom the automobile is shipped may hold either one way or round trip tickets of any class which are good for transportation in parlor or standard sleeping cars.

"Automobiles may be shipped either to the destination of the traveler, or to an intermediate point of stopover at which passengers desire to use their automobiles, and from such intermediate point to destination, or to another intermediate point of stopover at which they desire to use their car.

"In any case in which an automobile is shipped from an intermediate point of stopover to another intermediate point of stopover, or to the destination of the passengers, an additional charge of \$15.00 will be assessed for loading and unloading.

"The charges set forth above apply for automobiles shipped on a declared or released value of not exceeding \$500.00. If shipped upon a declared or released value in excess of \$500.00, an additional charge of \$1.00 will be made for each \$500.00 valuation or fraction thereof in excess of \$500.00.

"In order that passengers may have their cars upon arrival at destination, or at the intermediate point of stopover at which they desire to use them, the cars may be shipped in advance of the departure of the passengers. The advance periods within which automobiles may be shipped depend upon the distance traveled; 72 hour advance shipment is authorized where the one way first class fare does not exceed \$10.80, which is increased progressively to a period of 456 hours in advance within which an automobile shipped to a destination to which the one way fare exceeds \$172.50."

CONTINUOUS SERVICE ON ONE SHIP.

On 17 June 1935, SMALL, Thomas Charles, CHM (PA), 192-62-31, U.S.N., attached to the U.S.S. ARKANSAS, submitted a request for shore duty anywhere in the United States, preferably Washington, D. C. He stated that the reason for the request was that he had served continuously at sea for a period of about eighteen years and six months and desired a tour of shore duty.

By endorsement, his Commanding Officer, Captain R. B. Coffey, forwarded the request stating:

"Forwarded recommending approval. Small has served continuously on the ARKANSAS for 18 years and 5 months, which no doubt is near a record for modern times. I consider that he is entitled to shore duty at the end of his long cruise in spite of the fact that he may not have two years yet to serve before transfer to the Fleet Naval Reserve."

Small's service record shows that he enlisted at the U. S. Navy Recruiting Station, Boston, Mass., on 24 October 1916 and after undergoing recruit training at Newport, R.I., was transferred to the U.S.S. Arkansas on 31 March 1917. Except for a short period of time while a patient in the hospital, SMALL has served continuously on the same vessel.

The Bureau is interested in knowing if any other men in the Navy can claim a longer continuous service on one ship.

BLISS ELECTRICAL SCHOOL.

The Bliss Electrical School, Takoma Park, Washington, D.C., announces that the full tuition has been reduced from \$900 to \$800, and that the scholarship to naval personnel has accordingly been reduced from \$300 to \$200, making net cost of tuition to naval personnel \$600, as before.

All copies of the Bureau of Navigation pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U.S.Navy, 1928" should be corrected accordingly.

LINE PERSONNEL BILL.

On July 22, 1935, the President approved the Bill "To regulate the Strength and Distribution of the Line of the Navy, and for other purposes". The most important provisions of this Law are as follows:

- (a) The total authorized number of commissioned officers of the active list of the Line of the Navy, excluding additional numbers and commissioned warrant officers, is increased from 4% to 4 $\frac{3}{4}$ % (or, in numbers, from 5499 to 6531) of the total authorized enlisted strength of the active list.

However, in order to provide a uniform flow of promotion, the number of commissioned line officers on the active list, again excluding additional numbers and commissioned warrant officers, for purposes of distribution in grade, shall, until June 30, 1936, be assumed to be 5499; thereafter distribution shall be based on the total number of commissioned Line officers on the active list not below 5499.

- (b) Except in time of war, the total number, exclusive of additional numbers in grade, in the grades of Rear Admiral, Captain and Commander, shall not exceed 58, 240 and 515, respectively. Any excess in these grades, based on computation, shall be carried in the grade of Lieutenant Commander and an increase in that grade above the 15% allowed by law is authorized for that purpose.
- (c) Extends commissioned service of Lieutenants to 21 years, or when they become 45 years of age, and of Lieutenants (jg) to 14 years, before they shall be retired, by reason of ineligibility for promotion. Lieutenants and Lieutenants (jg) who have not been selected after 14 and 7 years, respectively, of commissioned service to be carried as additional numbers in their respective grades until they are either promoted or retired. Lieutenants with less than 21 years' commissioned service become ineligible for promotion on June 30 of the fiscal year in which they attain the age of 45 years. A proviso is contained in the law, however, which states that no Lieutenant shall become so ineligible prior to June 30, 1936.
- (d) The total authorized number of commissioned officers of the active list of the Staff Corps remains unchanged, excepting that the number of dental officers allowed is increased from one to each thousand of the total authorized number of officers and enlisted men of the Navy and Marine Corps to one to each five hundred of the actual number of officers and enlisted men of the Navy and Marine Corps.

- (e) Service on the promotion list for the grade to which an officer is selected will count as service in that grade. Thus, an officer who, on June 30th of the year of convening of a selection board, has completed four years' service counting from the date of his selection for promotion to his present grade, will become eligible for selection to the next higher grade.
- (f) The President is authorized, by and with the advice and consent of the Senate, to transfer and appoint officers of the Line, not above the grade of Lieutenant Commander to the corresponding grades in the Construction Corps, Civil Engineer Corps, or Supply Corps, without regard to age, and to appoint officers of the Staff Corps not above the rank of Lieutenant Commander to the Line; officers so transferred to the Line will be carried as additional numbers.
- (g) Exclusive of student aviators and qualified aircraft pilots of the Navy and Marine Corps, the number of tactical gunnery observers detailed to duty in aircraft and involving actual flying shall hereafter be determined by the Secretary of the Navy.

24 AUGUST 1935.

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COMMENDATIONS.

The Secretary of the Navy recently addressed letters of commendation to the following-named officers and enlisted men:

Lieut. Frank Akers, U.S.N., for initiative and energy in the field of aviation for outstanding achievements while participating in aerial flights resulting in the development of instruments and equipment for instrument flying.

Lieut. (jg) Howard E. Ballman, U.S.N., for keen qualities of observation, prompt action, and efficient handling of patrol type seaplane while on a scheduled instruction flight, which resulted in saving the lives of two civilians who were clinging to a small overturned boat.

Leo Nolan, C.B.M., U.S.N., for prompt and courageous action in rescuing from drowning Floyd Robberson, Seaman 1c, U.S.N.

John N. Thielmann, C.B.M., U.S.N., for knowledge of seamanship, executive ability, tact, judgment, physical endurance, and general officer-like qualities and abilities far beyond the requirements of his rating, exhibited in rendering assistance to, and salvaging the American schooner "Seth Parker".

Owen J. Sheehan, Seaman 1c, U.S.N., for prompt and courageous action in rescuing from drowning John P. Reardon, Torpedoman 2c, U.S.N.

Cedric W. Winkler, Printer 1c, U.S.N., for prompt and efficient action in rescuing from drowning a civilian, Fred Klabunte, of San Diego, Cal.

Edward T. Frohmuth, M. M. 2c, U.S.N., for prompt and efficient action in rescuing from drowning two civilians who had jumped overboard from a dock at San Diego, Cal., and who could not swim.

Carl W. Behrend, Fireman 2c, U.S.N., for prompt and courageous action in rescuing from drowning a civilian who had fallen overboard into the Mississippi River at New Orleans, La.

The Chief of the Bureau of Navigation recently addressed a letter of commendation to the following-named man:

Vernon B. Tate, Chief Torpedoman, U.S.N., for identifying as Navy property an automatic pistol which had been confiscated in a raid by the Portsmouth, Va., police while Tate was stationed as Chief Police Petty Officer at Police Headquarters, Portsmouth, Va.

SHORE DUTY - COMMANDERS.

It is the present intention of the Bureau to order to shore duty in 1936, Commanders of the Class of 1914 who have had two years at sea. Members of the Class of 1915, who will have made their numbers, will not be ordered ashore in 1936, unless they have had approximately three years at sea.

SHORE ALLOWANCES - OFFICERS.

Certain shore stations now have more officers attached than are provided in the allowance list. When the routine changes are made in the spring and summer of 1936, the officers in excess of allowance will be detached without relief.

OFFICERS FOR ASIATIC STATION.

Information received from the Commander-in-Chief, Asiatic Fleet, indicates that about one hundred and twenty officers will be required as replacements on that station during the calendar year 1936:

Estimated requirements (exclusive of submarine officers) are as follows:

March, 1936	2 Commanders (One should be for engineering duty only) 1 Lieutenant Commander 2 Lieutenants (junior grade)
April, 1936	1 Rear Admiral (Relief for Commander Yangtze Patrol) 1 Captain 2 Lieutenant Commanders 2 Lieutenants 7 Lieutenants (junior grade) (One should be Naval Aviator)
May, 1936	1 Lieutenant Commander
June, 1936	1 Lieutenant (Should be Naval Aviator)
July, 1936	4 Commanders 2 Lieutenant Commanders 5 Lieutenants 11 Lieutenants (junior grade)
August, 1936	1 Lieutenant Commander 1 Lieutenant 3 Lieutenants (junior grade)
September, 1936	3 Commanders 1 Lieutenant Commander 2 Lieutenants 1 Lieutenant (junior grade)
October, 1936	4 Lieutenants 4 Lieutenants (junior grade)

OFFICERS FOR ASIATIC STATION (cont'd).

November, 1936	1 Lieutenant Commander 2 Lieutenants 12 Lieutenants (junior grade)
December, 1936	4 Commanders 1 Lieutenant Commander 1 Lieutenant 1 Lieutenant (junior grade)

Submarine Officers Required.

January, 1936	2 Lieutenants (junior grade)
June, 1936	2 Lieutenants
July, 1936	1 Lieutenant 2 Lieutenants (junior grade)
August, 1936	2 Lieutenants (junior grade)
October, 1936	1 Lieutenant

Volunteers are requested.

SEA SLATE, 1936 - COMMANDERS.

Approximately 65 Commanders of the Classes of 1909 to 1915, inclusive, will be due for sea duty in 1936.

Of this number, 13 are required on the Asiatic Station and volunteers for that station have been requested. There will be 17 auxiliary commands to be filled, 25 executive officer billets in battleships and cruisers will be open, and it is expected that 8 destroyer divisions will require new commanders.

Because of the large number of auxiliary commands and the limited number of executive officer billets available, it will not be practicable to assign as executives of battleships or cruisers all Commanders who have not had that duty. As a general rule officers whose last cruise included head of a department in a battleship or cruiser, or command of a destroyer division or submarine division, will be assigned to duty in command of an auxiliary.

YANGTZE SERVICE MEDAL.

On 29 June 1935, the Secretary of the Navy approved the following recommendation of the Board of Awards:

That Article A-1027 - "Yangtze Service Medal" - Bureau of Navigation Manual be amended to include the U.S.S. HUIMER, U.S.S. EDSALL, and U.S.S. McCORMICK for the period 1 February to 28 February 1930.

REQUESTS FOR DUTY IN CONNECTION WITH VESSELS
NOW UNDER CONSTRUCTION.

From time to time, the Bureau has issued information to the service regarding ships under construction, requesting that volunteers submit application for such duty. In view of the large number of men required for this duty it will be necessary to detail the majority of ratings to vessels now building. Requests from enlisted personnel for assignment to duty in connection with fitting out and afterward on board for duty, are desired for the following vessels:

<u>TYPE</u>	<u>VESSEL</u>	<u>BUILDING YARD</u>
CA	U.S.S. QUINCY	Bethlehem Shipbuilding Corp.
DD 1850 T.	" PHELPS	Bethlehem Shipbuilding Corp.
	" PORTER	New York Shipbuilding Corp.
	" SELFLEDGE	" " " "
	" WINSLOW	" " " "
	" CLARK	Bethlehem Shipbuilding Corp.
	" MOFFETT	" " " "
	" BALCH	" " " "
	" MC DOUGAL	New York Shipbuilding Corp.
DD 1500 T.	" MAHAN	United Dry Docks, Inc.
	" CUMMINGS	" " " "
	" DRAYTON	Bath Iron Works Corp.
	" LAMSON	" " " "
	" FLUSSER	Federal Shipbuilding & Drydock Co.,
	" REID	" " " "
	" CASE	Boston Navy Yard
	" CASSIN	Philadelphia Navy Yard
	" SHAW	" " " "
	" TUCKER	Norfolk Navy Yard
	" DOWNES	" " " "
	" CUSHING	Puget Sound Navy Yard
	" PERKINS	" " " "
	" SMITH	Mare Island Navy Yard
	" PRESTON	" " " "
	" DUNLAP	United Shipbuilding & Drydock Corp.
GUNBOATS	" ERIE	New York Navy Yard
	" CHARLESTON	Charleston Navy Yard

Men applying for such duty must have good records, at least eighteen months' obligated service from date of commissioning, and if eligible for transfer to the Fleet Naval Reserve, must execute an agreement not to apply for transfer thereto until they have completed eighteen months' service, from date of commissioning, in the vessel to which assigned. Preference will be given to those men who have had previous experience in the type of vessel in which duty is desired, who are given favorable endorsements by their commanding officers, and who are immediately available.

Requests for duty in vessels under construction, other than those listed above, are not desired. In order to eliminate unnecessary correspondence, such requests should not be forwarded to the Bureau.

SPONSORS FOR U.S.S. CASE AND U.S.S. CONYNGHAM.

It is expected to launch the U.S.S. CASE and U.S.S. CONYNGHAM at the Navy Yard, Boston, Mass., 14 September 1935.

Miss Muriel Rogers Case, 216 Coudert Place, South Orange, N. J., the great granddaughter of Rear Admiral Augustus Ludlow Case, has been selected to sponsor the U.S.S. CASE.

The U.S.S. CONYNGHAM will be sponsored by Mrs. Alice Conyngham Gifford Johnson, the great great granddaughter of Captain Conyngham. Mrs. Johnson is now living at Charlfcrd, Sedalia, Colorado.

CHANGE OF NAME.

The name assigned by the Navy Department to Submarine SS178, being built at the Electric Boat Company, Groton, Conn., has been changed to PERMIT.

It is the policy of the Navy Department to assign the names of fishes to submarines, and, after consideration, it has been decided that PERMIT would be more appropriate as a name.

CUSTODY OF POSTAL EFFECTS.

The officer or bonded Navy Mail Clerk or Assistant who holds custody of the postal effects of another Navy Mail Clerk or Assistant in accordance with Bureau of Navigation Manual, Articles D-5309(1)(3), D-5305(2c)(7), shall maintain such effects in the condition in which he received them, and shall not transact business from the stamp or money order accounts thereof. He shall, however, submit to the Postmaster, New York City, the routine semi-monthly reports on Post Office forms 3271 and 6972, as prescribed by "Instructions for the Guidance of Navy Mail Clerks and Assistant Navy Mail Clerks", Section 42, and Bureau of Navigation Manual, Article D-5308(3).